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W & A

WESTERN AND ATLANTIC RAILROAD

MARIETTA

THE GEM CITY OF GEORGIA

MATTHEWS, NORTHRUP & CO. BUFFALO

AS A

SUMMER RESORT

PURE WATER
HISTORIC SCENERY
BEAUTIFUL DRIVES
ALTITUDE 1150 FEET

Matthews, Northrup & Co., Art-Printing Works, Buffalo, N. Y.

MARIETTA, GEORGIA.

PREËMINENTLY one of the prettiest little cities in all the Southland is MARIETTA, Georgia. Built in the midst of a superb growth of oak trees, only a couple of miles south of the far-famed KENNESAW MOUNTAINS, and having within itself all the elements of beauty and taste, it well deserves the title of "*The Little Gem City of Georgia.*"

At the Western & Atlantic Railroad Depot its elevation above the sea is 1,132 feet, and upon the summits of several of the beautiful hills within its limits there is an altitude attained of possibly a couple of scores or more of feet above this; hence, it can readily be noted that the atmosphere is very fine and the scenery charming.

To the inhabitants of the region south, desirous of escaping the extreme heat and the malarial influences which are so deleterious to health during the summer months, there is no better resort than MARIETTA; while those who would seek refuge from the chilling blasts and snows of the North and West find this a delightful "Half-way place" between the rigors of the winter climate of their homes and the enervating warmth of Florida, during the early winter and early spring. In fact, MARIETTA has for some years past been the winter residence of a number of northwestern people.

One of her choicest advantages, and one, by the way, which is not possessed by any other summer or winter resort in probably all the South, is the fact that tourists or wayfarers stopping here not only secure the advantages of a splendid atmosphere, pure water, lovely scenery, and associations with a resident population noted for culture and refinement, but they are also within one hour's ride of the metropolis of the Southeast, and with about *a half a dozen trains per day each way*, running at seasonable hours, one can go and return at slight cost, whether the object be "to go shopping," to pay social calls on friends in Atlanta, to spend a few hours enjoying anew the bustling activity of business life, or in the evenings to attend any theatrical or other entertainment which may be on hand. All these advantages can be enjoyed by those who would wish to spend every night in MARIETTA.

MARIETTA was settled in December, 1833. The pioneer dwellings were in the neighborhood of the present Episcopal Church, and at that time the Cherokee Indians still held sway in this region, from which, however, they were removed by the general government some four or five years later.

The building of the Western & Atlantic, or, as it was popularly known, "The State Road," some dozen years later, found her quite a thriving little town, and this term she has deserved ever since.

In the language of one of our most cultured Georgia writers,

"This charming little city has long been the health and pleasure resort of the affluent denizens of the seacoast in the heat of summer. Before the war, when the old noblesse of that aristocratic region

counted their broad acres by the thousands and their slaves by the hundreds, it was the fashion to spend at least a few weeks in Marietta either going or returning from the Virginia Springs or Saratoga.

"In those days money was dispensed like water, and the big brick hotel, which had been erected to meet the ever increasing influx of visitors, was crammed from cellar to attic.

"Stylish equipages swept along the streets, the churches were crowded with the *élite* of the State, and mirth and gayety held high carnival for weeks and months every season."

The end of the great Civil War, however, in 1865, found MARIETTA wrecked by its ravages, the business portion of the city having been burned, and the beautiful homes in many cases sadly disfigured; but within the twenty years which have followed, it has gradually come out of this, and its plucky little population has turned one point and another to advantage, until they have made their city what it to-day is, "A Thing of Beauty."

One would think that, being almost under the shadow of the business houses of Atlanta, it would amount to but little, except a place for pleasant residence; whereas, the reverse is exactly true.

MARIETTA controls a trade which is more than local, and has asserted herself, commercially, to an unusual extent. Her merchants possess the advantage of being in the midst of a good farming country, and of being burdened with less taxation, less rents, etc., than their neighbors in the metropolis so near them; furthermore, being the southern terminus of the Marietta & North Georgia Railroad, they naturally secure a very large proportion of the business of the territory traversed by that line, in spite of the efforts of their more powerful rival.

Referring just here to the Marietta & North Georgia Railroad, it is proper to state that the enterprise of building it was for the first year or two in charge of General William Phillips, as President. He completed the railroad to Canton in spite of stringencies in money matters, and in spite of many difficulties which would have daunted a less enthusiastic man, and to his energy in getting it thus started the present clever management is certainly indebted to an unusual extent.

Starting from MARIETTA, which is at the elevation above the sea previously mentioned, the successive stations have altitudes as follows:

Woodstock,	994 feet.	Jasper,	1,530 feet.
Canton,	960 feet.	Talking Rock,	1,113 feet.
Ball Ground,	1,116 feet.	Ellijay,	1,310 feet.
Tate's,	1,325 feet.		

The road is completed as far as to Ellijay, seventy-one miles. Within the present year it is considered that it will be extended via White Path to Blue Ridge, and its ultimate terminus will be Murphy, N. C.

White Path has an elevation of 1,500 feet above the sea, and Blue Ridge 1,769 feet. Hence, it will be observed that this line penetrates the mountainous region of Georgia, and brings the tourist not only into the midst of the wildest and most attractive scenery, but also into an atmosphere which is most superb.

The United States Census reports show that this region is the healthiest in America, without exception, for those who are threatened

with pulmonary diseases. Out of every 1,000 deaths, only twenty-eight in North Georgia are from diseases of the character named. In North Carolina the number is thirty-two per thousand, while in some of the New England States it runs up to as high as about one hundred and ninety per thousand. Such a contrast is really remarkable. Hay fever has never been known among the inhabitants of this region. We may judge of the general health from the fact that the United States Census reports of 1880 show the following death rate per thousand of the living population in the counties named: Gilmer, 8; Union, 9, and Fannin, 5—the latter, by the way, being possibly the healthiest county in America. Instances of striking longevity are noted in these counties.

It may be here stated that going via this line from MARIETTA one reaches the great *water-shed of North Georgia*, which is comprised in the elevated mountain plateau, if we may so term it, including the counties, or portions of them, of Gilmer, Fannin, Union, Towns and Rabun.

This region throws off the water as follows: To the north, the Tennessee River, the Notley River, the Hiwassee River, and the Toccoa, or, as it is known in Tennessee, the Ocoee River; to the east, the Savannah River and its confluents, which include the Tugalo and Tallulah Rivers; to the south, the Broad River, the Chestatee River, the Tesnatee River and the Chattahoochee River; and to the west, the Ellijay River and the Carticay River, which two form the Coosawattee, which is one of the main confluents of the Oostanaula River, which the Western & Atlantic Railroad crosses at Resaca, Ga., famed in history.

The average elevation of these counties is probably over two thousand feet above the sea level, and the serrated sub-ranges of the great Blue Ridge and Alleghany Mountains, which extend through these counties, rise into quite a number of lofty peaks; prominent among which are Trail Mountain, 4,438 feet high; Blood Mountain, 4,460 feet high; Mount Enota, otherwise called "The Brass-town Bald" Mountain, 4,802 feet high; this latter, by the way, being the loftiest peak in Georgia. Besides these, there is a number of other peaks of about the same altitude.

There are numerous water-falls of striking beauty in this region; the highest of which are AMICALOLA FALLS, in Dawson County, about a day's ride from the railroad. These are 744 feet high from the summit of the first leap to the level of the valley below, and can be seen from Dawsonville, ten miles distant.

Northwest of Ellijay, some thirty miles, are the famous Ducktown Copper Mines, the main shaft of which is 470 feet deep, and through this region are numerous gold mines. There is also in these counties a number of mineral springs.

At Tate's, fifty miles above MARIETTA, on the line of this narrow gauge railway, a little branch road leads off about a couple of miles to the Georgia Marble Quarries, in Pickens County. These quarries are now being developed by a very strong company, and shipments are already being made to Philadelphia, Chicago, etc. The mountains seem practically full of marble, which comprises several grades and colors; there being one vein of a beautiful pink color; another of white, variegated with a bluish tint, and another pure white.

This "Georgia Marble," it is likely, will be used, within a year or two, in probably more than a score of States.

At Marble Cliff, by the way, about sixty miles north of MARIETTA, in building the railroad around the side of the mountain, it became necessary to blast off the white marble, which comprises the cliff, and the road-bed for a short distance lies on marble, and that which was blasted off was also used for ballasting purposes for the railroad, above and below this point.

The railroad company, however, cannot brag as much on this latter matter as they might under other circumstances, for the simple reason that the marble was nearer at hand, and therefore cheaper for ballast than other stone would have been.

Excursions to the marble quarries from MARIETTA are very popular in the summer time, inasmuch as the tourist can leave MARIETTA in the morning, spend some three hours at the quarries, and reach MARIETTA in time for supper.

Pleasant trips are also enjoyed to Ellijay, and at that point the nights are so cool that one always has to sleep under cover, and the same may also be said of Jasper.

The climate of MARIETTA, by the way, is as fine as is to be found in any city of the South. It has been said:

"The most potent influences which determine climate, are latitude or distance from the equator, elevation above the tide, configuration of mountain chains, proximity to the sea, and the direction of the prevailing winds."

In all these particulars the position of MARIETTA is favorable for a temperate and uniform climate. People from Georgia, Carolina, Florida, Alabama and Louisiana do not need to go to the North and West in summer time, as they can attain the same results at this elevated point in Georgia; with the additional advantage of being within one day's ride of their homes, should emergency call them back; and with the power of coming and going by through morning or night schedules.

Regarding the atmosphere, it may be stated that a resident of MARIETTA, who kept the record during 1879, which was probably an average year, states that the thermometer only went above ninety degrees twelve times in the day-time at MARIETTA, and the corresponding nights were from twenty to twenty-nine degrees cooler than the days. The atmosphere in winter shows an average which is very favorable for health.

Concerning the other advantages, it may be stated that the roads are fine, and there are a number of splendid drives towards KENNESAW MOUNTAIN and in other directions.

There is also a good livery and sale stable in the city, which can supply the best facilities in its line.

Among the various enterprises of MARIETTA are the KENNESAW MILLS, whose brands of flour have quite an extensive sale in Georgia, Florida and Carolina. This flour certainly stands well on its merits.

The Marietta Paper Manufacturing Co., a few miles from the city, turns out a very excellent qualjty of book, news, and wrapping paper.

There is also BRUMBY & BRO.'S factory for the manufacture of chairs, which has an out-put which is very considerable; also a wagon and

carriage factory; and the furniture, sash and blind establishment of L. Black & Son has a fine trade.

Warlick's Photograph Gallery gets a patronage which is large, and well merits it.

Besides these, there is likewise a number of other industries and mercantile establishments which do credit to the city.

By reason of the great reduction in coal rates which the Western & Atlantic Railroad Company has made, for the purpose of building up the manufacturing interests on its line, MARIETTA is able to get coal for steam purposes at $2.25 per ton, delivered.

As to hotels, etc., MARIETTA is very well off. The Kennesaw House immediately on the line of the Western & Atlantic Railroad, and fronting the depot, is kept by Mr. A. A. Fletcher, in a style which must be pleasing to the tourist and sojourner. One square from the depot is the beautiful Whitlock House. This is in the midst of a little grove of choice trees, with flowers interspersed, and has every advantage which could be desired in the way of elegant rooms, bath rooms on each floor, a fine table, a bowling alley and croquet grounds, and pure milk from Mr. Whitlock's own dairy.

There are also several excellent boarding houses in MARIETTA, among which may be named those kept by Miss Idell Marlow, Mrs. M. J. Wright, Mr. L. S. Cox, Mrs. L. C. McLellan, Mrs. A. Cook, and the "European House," which is kept on the plan indicated by its name.

MARIETTA also has Baptist, Episcopal, Methodist and Presbyterian churches for the white population, also good churches for the colored. These are all supplied with pastors of good ability.

The bar of the city is unusually fine, and includes lawyers of established and wide-spread reputation.

There are drug stores here, and in addition to several physicians there are two splendid dentists.

MARIETTA has a flourishing telephone exchange, which, besides the local patronage, is connected with Atlanta and the new station, Elizabeth.

There are also numerous beautiful dwelling-houses in the city; and the oak groves in front and around some of these are of rare beauty and very attractive.

On the northeast side of the city is the National Cemetery, which covers nearly thirty acres. The National Government has spent many thousands of dollars in decorating it, until it now presents a very elegant appearance. The front entrance was erected at a cost of some thousands of dollars, and is massive and tasty. Within the enclosure are the remains of 10,132 Federal soldiers.

Just one square from the Western & Atlantic Railroad depot is the CITY PARK, which is the pride of the MARIETTA people, and justly so.

Every well regulated and ambitious city has at least one suburb, and MARIETTA is not left behind in this respect. The American Marble Cutting Company is now erecting a marble mill at a point nearly two miles north of MARIETTA. The main building of this factory is over four hundred feet long and forty-seven feet wide. The engine house, which is of brick, with marble facings, is sixty feet long by forty feet wide. The chimney is one hundred and twenty-six feet high.

The company owns about one hundred and sixty acres of land at this point. Of course, the dwelling-houses of the employés, etc., will be built around this, and inasmuch as the Western & Atlantic Railroad Company have here put down extensive side-tracks, and have in contemplation all the necessary arrangements for conducting business with this company immediately at their mill, it became necessary that a new station should be opened here, and this has been named "ELIZABETH," in compliment to the estimable wife of Senator Joseph E. Brown, who (the Senator) as Governor, when the road was under control of the State, or as President of the company since it was leased, has been connected with this road directly or indirectly for over twenty-two years.

The town of ELIZABETH is at present in an inchoate state; but doubtless before another year rolls around will present a very lively appearance, and will doubtless enjoy the distinction of being one of the principal marble shipping points in America. There is also talk of the erection of a splendid hotel at this point by a body of influential capitalists.

One of the greatest attractions which MARIETTA possesses is her proximity to the far-famed KENNESAW MOUNTAINS, around the eastern base of which the Western & Atlantic Railroad runs, hardly more than two miles north of MARIETTA.

The KENNESAW MOUNTAINS consists of two peaks, which rear their summits very prominently above the surrounding hill-country. The highest of the two is nearer the Western & Atlantic line, and its extreme altitude is 1,609 feet above the sea level. From the summit, of course, a most charming view of the city of MARIETTA can be enjoyed, and on a clear day houses in the city of Atlanta, which is probably less than twenty miles distant, in an air line, can be easily seen. It has been in contemplation to erect a tower on the summit of this mountain; in this event it will become quite a resort

for sight-seers. From the Western & Atlantic side to the summit the ascent is gradual, and it is practicable to open a road for carriages to ascend to the summit.

From these mountains "THE GREAT KENNESAW ROUTE," which is synonymous with the Western & Atlantic Railroad, received its title. Besides this fact, KENNESAW MOUNTAINS are famed in American annals as being the scene of some of the fiercest and most bloody fighting during the great Civil War.

In this vicinity for twenty-six days SHERMAN'S and JOHNSTON'S armies confronted each other, during which, in General JOHNSTON'S language.

"Besides the incessant musketry of skirmishers, the Confederate troops had to endure an almost uninterrupted cannonade—and to endure without returning it; for their supply of artillery ammunition was so inadequate, that their batteries could be used only to repel assaults, or in serious engagements."

From the summits of KENNESAW, can be seen the thickly wooded, rolling country, wherein for nearly a month the two contending hosts faced and fought.

Westward, some ten miles, is *New Hope Church*, where, on May 25, 1864, occurred a desperate struggle between Hooker's corps and Stewart's division, in which the former sustained a bloody repulse.

Near this point also on May 26th, occurred a very hot cavalry fight, between Avery's regiment of Georgia cavalry and a large body of Federal cavalry, and, although largely outnumbered, and badly wounded, Col. Avery, General JOHNSTON says, "maintained the position until the arrival of forces capable of holding the ground."

From this elevation can also be observed the battle-field of *Burnt Hickory*, or as it also is sometimes called, *New Hope Church*, which is about ten miles northwest of KENNESAW MOUNTAIN, and about five miles west of Acworth.

At this point, on May 27th, was a very fierce and sanguinary combat, which resulted in the defeat of the Union forces with great loss.

KENNESAW, Pine, and Lost Mountains—the latter being about six miles west of KENNESAW, and Pine Mountain being northward of both—form a triangle, where JOHNSTON had taken his defensive position. The intervening country is rough and very woody.

On Pine Mountain, on June 14, 1864, the Confederate Lieutenant-General POLK was killed by an artillery shot. Gen. SHERMAN had observed a little group of officers, as he correctly supposed, near the summit of that mountain, and ordered the commander of one of his batteries to fire upon them. General POLK was struck in the breast by an unexploded shell and killed.

On June 15th, JOHNSTON abandoned Pine Mountain, and on the 16th, Lost Mountain, in order to better concentrate his forces.

SHERMAN'S constant flank movements caused several changes in JOHNSTON'S position; which, the latter says, "was a very hazardous one," and gave rise to daily combats, some of considerable importance.

On June 20th, east of the railroad, opposite KENNESAW MOUNTAIN, occurred the most considerable cavalry fight of the campaign. The Federals were routed by Wheeler.

General SHERMAN says in one of his dispatches:

"The whole country is one vast fort, and JOHNSTON must have at least fifty miles of connected trenches with abatis and finished

batteries. * * * Our lines are now in close contact and the fighting is incessant, with a good deal of artillery fire. As fast as we gain one position, the enemy has another all ready; but I think he will soon have to let go KENNESAW MOUNTAIN, which is the key to the whole country."

General SHERMAN further says that on the 24th and 25th of June he extended his right as far as prudent, so as to compel JOHNSTON "to thin out his lines correspondingly, with the intention to make two strong assaults at points where success would give us (the Union army) the greatest advantage."

He adds, that he thought that if he could break JOHNSTON'S long line at any point, and thrust in a strong head of column, he could cut JOHNSTON'S army in two, and thus force him to evacuate this position; and doubtless, as he considered it, with great disaster to the Confederates.

The 27th of June was the day fixed for the assault. Sherman adds:

"About 9.00 A. M., of the day appointed, the troops moved to the assault, and all along our lines for ten miles a furious fire of artillery and musketry was kept up. At all points the enemy met us with determined courage and in great force. McPherson's attacking column fought up the face of the lesser Kennesaw; but could not reach the summit. * * * By 11.30 the assault was in fact over and had failed. We had not broken the rebel line at either point."

Such is substantially General SHERMAN'S brief description of this battle, as beheld from the Federal stand-point.

Taking ourselves back, however, to the day of the great struggle, and viewing it from the summit of KENNESAW, it is stated by those who participated in it, as having presented one of the grandest scenes which the page of war unfolds.

Here, beginning among the hills east of KENNESAW MOUNTAIN, and running westward to and across the Western & Atlantic Railroad, and up the ridge to the summits; thence, around the front side and crests of both peaks near the base of the lesser KENNESAW; thence, turning southward, and extending through the comparatively level country for some three miles or more, was the Confederate line of entrenchments.

On the crests of the two mountains the Confederates had batteries, which could overlook the whole field, and interspersed along the line, particularly that part of the position southwest of the mountains, was also a number of pieces of artillery. Behind these lengthy earthworks rested probably over 55,000 Confederate troops, not only fearless, but eager for the approaching battle.

In front of this line of defense, which was probably more than eight miles long, General SHERMAN had marshalled over one hundred thousand of the finest soldiers in America.

Of their bravery, their fortitude, and their willingness to seal their convictions with their blood, there need not, at this late day, be any controversy. It may be truthfully asserted that there was not, during the entire war, a finer army sent into the field by the Federal Government than this magnificent array, which on the 27th day of June, 1864, moved forward to wrest KENNESAW MOUNTAIN and MARIETTA from General JOHNSTON'S army, if it lay in the power of brave men to do it.

The early morning found them massing in heavy force at all points along the line, and at nine o'clock the battle began in earnest.

From two hundred and fifty cannon on SHERMAN'S side there poured forth a terrific bombardment upon the Confederate position. This was replied to, to a moderate degree, by the Confederate batteries, although they, to some extent, held their fire for the closer work which was to come.

Now, through the thick woods approached the serried columns, several lines deep. It was a magnificent sight as they moved forward, over hill and dale, towards the grand point of attack. It was not long before this tide of valor swept forward within range of the small arms behind the Confederate entrenchments; and now, almost all along the line, the curling smoke and the rattle of musketry began to make the welkin ring.

From the advancing hosts defiance went back in volley after volley, and still onward and onward came the rush.

At all points there were exhibited the varied terrors of carnage, the inspiring scenes of war; and as prominent as the roar of cannon and the rattle of small arms arose the "huzzahs" of the undaunted assailants and the wild "rebel yell" from behind the entrenchments.

But there was one part of the Confederate line which did not share in the tumult and fierce resistance which was everywhere else apparent. This was the portion held by the division of Major-General Cleburne, or, as all the Southern people know him, "Pat Cleburne." It has been said of Cleburne that he was the only man in the Confederate army who could absolutely control his men and make them hold their fire until he was ready for it to be delivered. On the day of this battle, when the Federal advance began, it is stated that he said to his troops that he would shoot any man who would dare to fire a gun until he gave the word.

This was the explanation of the ominous silence all along that portion of the breastworks held by his force. Probably the effect of this can best be shown by repeating the words of a Federal Colonel, who was captured in this battle, and who described it the next day.

Said he:

"It was the most severe ordeal which my nervous system has ever undergone. When we began the advance, we naturally expected that the artillery would open upon us, as soon as we got within range; and that, having swept forward until we were in reach of the fire of musketry, that would begin to open upon us also.

"I had been through so much of this that I had ceased to fear it, and always relied on the excitement of the occasion carrying me forward; but here we ran for some two hundred yards or more and there was not a cannon shot. Another hundred yards, and still no explosion of bombshell, or anything of the kind! I now began to feel a little strange. Another hundred yards, and still no sign of life, and my nervousness began to give place to a desire to halt. Another hundred yards, and we were certainly within range of musketry; but still there was not one sign of life in the entrenchments in front of us; nothing to gave cause for apprehension, apparently, except the waving of the Confederate flags above the works, as a light wind blew.

"Now, over me began to come a mortal feeling of dread; a feeling which I never had before, and which I can scarcely describe. I would have turned and fled but for the fear of disgrace which was stronger even than the horror of death; but I knew what was coming, and determined by my example to inspire my men to brave it, no matter how terrible it was.

"At length we were within scarcely more than twenty yards of the entrenchments when from all along the line protruded forth,

beneath the head-logs, scores and hundreds of muskets. I could see them as I gave a quick glance down the whole front, and those immediately before me, particularly, seemed slightly waving from side to side. There was no mistaking it. I knew that every holder of a musket was picking out his man.

"This continued for but a few moments, when above all other sounds, distinct and clear, I heard the command given, "NOW, MEN, FIRE!"

"Instantly, from along the entire line, there seemed, like a lightning flash, to burst forth a sheet of flame and smoke. I was struck, and fell senseless for an instant; but when I recovered myself and turned to look there seemed to be scarcely seven men in my entire regiment on their feet.

"Then the fury of the combat arose above every other sight or sound. The whole forest and mountain seemed to be on fire. There was no army in the world that could have stood before it!"

As an evidence of the correctness of this description, it may be stated, that after the battle the Confederates picked up in front of Cleburne's line 1,002 dead and wounded Federals.

The fighting at the line of defense extending for three miles through the level country south of KENNESAW MOUNTAIN and west of MARIETTA was furious in the extreme; and it required the most heroic exertions of the Confederates to repel the determined assaults which were made with such desperate bravery by more than twice their number upon this line, as well as upon the lesser KENNESAW.

Without viewing further this dread panorama of war which was exhibited before the heights of KENNESAW MOUNTAIN, we will only add that the Confederate loss in this, the greatest battle of the campaign, was 808; the Federal loss running up into the thousands. This battle will always stand forth as one of the most notable of the great Civil War, the advantages of position on one hand being fully matched by those in point of numbers on the other; and as an exhibition of the valor of American soldiery will ever hold a prominent position on the page of fame.

Regarding the period before and after this date, General SHERMAN says:

"These losses from June 1st to July 3d were all substantially sustained about Kennesaw and Marietta, and it was really a continuous battle lasting from the 10th day of June till the 3d of July, when the rebel army fell back from Marietta towards the Chattahoochee River."

The hill-sides around and in the midst of the mountain triangle near MARIETTA were seamed with entrenchments or honeycombed with rifle pits. The thick woods and undergrowth added obscurity and confusion to the movements of large bodies of troops.

This natural fortress in front of the little city of MARIETTA for nearly a month SHERMAN attempted to wrest by main force from JOHNSTON; but at length gave up the endeavor, and with his grand army swung around to the west, and, on July 3d, so imperilled JOHNSTON'S communications with Atlanta, that he compelled him to retire towards the Chattahoochee River.

The tourist of the present day who stops at MARIETTA can without trouble trace the lines of entrenchments on and before the mountain, and upon almost every hill can notice the rifle pits which were, during the month of June, 1864, occupied by the opposing sharpshooters.

. . MARIETTA . .

THE BEST CLIMATE IN GEORGIA.

At the meeting of the Kings County Medical Society in Brooklyn, N. Y., November, 1883, DR. P. R. CORTELYOU, of Marietta, Ga., an old member of the society, being present, was called upon to relate his experience in regard to the climate of Georgia as a place of residence for persons affected with pulmonary and throat troubles. After narrating to some extent his own affliction in the above respect, and his attempts to find a climate which would afford him relief, and showing the difficulties which he experienced at one or two points from dampness, foggy weather, etc., and the inability to find a climate where he could obtain refreshing sleep at night, DR. CORTELYOU showed that he had found at Marietta the point which had brought him relief from general debility and from the pulmonary and throat affection from which he suffered. He added:

"Very many think that because the winters are mild the summers are exceedingly long and hot. The summers are really exceedingly pleasant. We rarely have a temperature above ninety degrees in the shade; and the nights are also very comfortable; and I don't think there were half a dozen nights during the past summer when I was kept awake on account of the heat, or when I did not need some covering. Another advantage of that section—I speak especially of Marietta, but many sections in upper Georgia are fully as favorable as to climate, the conditions are all the same, but we have a little more elevation than the other sections—is, the absolute freedom from malarial troubles. And further, and this is a point to which I wish to direct your attention, we are easy of access. I think that is a decided benefit in many cases. I hear a good deal said about New Mexico. Well, when an invalid attempts to go there, away from his friends, he has a very tiresome and tedious journey, and the facilities for a comfortable living there are, in many parts of the country, difficult to procure; so that if one requires any special luxuries, it is difficult to get them. At Marietta we are situated conveniently to Atlanta, where we can get anything that can be had here; and persons located there are certainly very easily reached by friends, if necessary; and so they feel that they are not entirely isolated from their friends and families as they are when they go to New Mexico or even California."

COBB COUNTY,

of which Marietta is the seat of justice, is one of the largest, wealthiest and most prosperous geographical divisions of the State. It was laid off from Cherokee in 1832 and named in honor of Hon. Thomas W. Cobb. The soil of the county is varied, the bottoms and some of the hilly lands being very fertile, and but little of it too sterile for successful cultivation. Many metals and minerals, including gold, silver, copper, iron, lead, etc., have been discovered at different times, and some gold and silver mines have been profitably worked.

Agriculture is the main resource and occupation of the people, but of late years considerable capital has been invested in manufactures also. The inhabitants are proverbially law-abiding, temperate and moral. This is one of the prohibition counties, and the new order of things has been acquiesced in without a murmur. At the largest

fair ever held by the State Agricultural Society at Macon, Cobb bore away the honors, and was justly called the banner county of Georgia. At this very moment she has no less than seven agricultural district clubs in successful operation, and much attention is devoted to the rearing of fine cattle, sheep and swine. The nicely worked public roads also afford substantial evidence of thrift and increasing civilization. Fifteen post-offices afford light and intelligence to the masses. Numerous schools, academies and churches are found in every district, and from the above showing it does seem that Cobb may still claim to be at least one of the banner counties of the State.—*From Letter in the "Southern World," by Col. H. H. Jones.*

COBB COUNTY STATISTICS.

The United States Census of 1880 makes the following showing for Cobb County:

Population, white, 14,734; colored, 6,012; total population, 20,746. Horses, 1,263; mules, 1,861; working oxen, 242; milch cows, 2,537; other cattle, 3,485; sheep, 2,544; swine, 12,304; wool (pounds), 4,973; butter (pounds), 216,357; number of farms, 1,896; acres of improved land, 91,261. Estimated value of all farm products (sold, consumed, or on hand) for 1879, $1,088,879. Indian corn, 406,730 bushels; oats, 57,621 bushels; rye, 589 bushels; wheat, 80,617 bushels; cotton, 13,092 bales; hay, 58 tons. Value of orchard products consumed and sold, $26,114. Irish potatoes, 1,385 bushels; sweet potatoes, 15,613 bushels. Assessed valuation of real estate, $2,042,647; of personal property, $1,295,832; total, $3,338,479. Taxation, State, $14,352; county, $15,023; city, $3,877; total, $33,252. Figures on manufactures as follows: Capital, $537,133; average number of hands employed, 597; total amount paid in wages during the year, $120,778; value of materials, $999,253; value of products, $1,383,322.

Annual death rate per 1,000 of living population, 12.

The statistics on a part of the subjects contained in the above since the Federal Census of 1880 show a very decided increase; but we merely quote the above because it is a full representation at the date named.

AVERAGE TEMPERATURE AT MARIETTA, GA.

The average temperature for six months, from November to April, during a period of four years, was as follows: 1875-'6, 48¼ degrees; 1876-'7, 44 degrees; 1877-'8, 47½ degrees; 1878-'9, 44¾ degrees. Average temperature for the entire year was as follows: 1875, 56½ degrees; 1876, 56⅓ degrees; 1877, 57⅙ degrees; 1878, 57⅓ degrees; 1879, 57⅓ degrees.

COBB COUNTY FOR MANUFACTURERS

THERE are few counties which are so well adapted to give profitable return to manufacturing industries as Cobb. The requisites for the successful conducting of such enterprises are: first, raw material; second, water or steam power; third, intelligent population, and, fourth, proximity to the consuming section; fifth, health. All these Cobb County enjoys to a very decided extent.

To all who wish to go into the business of manufacturing furniture and other products of lumber, there is furnished a supply of this material which will feel no appreciable contraction for years to come. Among the varieties of wood which are found in Cobb County may be mentioned the following: Red oak, black oak, post oak, Spanish oak, chestnut oak, blackjack, white ash, blue ash, black ash, poplar, birch, sycamore, hickory, yellow pine, walnut, locust, willow, wild cherry, maple, elm, dogwood, sweetgum, mulberry, persimmon, chestnut, beech, and others.

To those who wish to utilize the product of ore, the following varieties offer themselves: Brown hematite iron, iron pyrites, manganese, kaolin, chrome mica, hornblende, graphite, soapstone, specular ore, mica, granite, gold ore, gold quartz, quartzite, asbestos, manganese with iron, copper pyrites, schist and blackhead, honeycomb quartz, garnets, decomposed feldspar.

To the cotton manufacturer Cobb County offers over 12,000 bales per annum.

Besides these, the grain crops afford large supplies to milling interests, which are supplemented to a much greater extent by grain brought from Tennessee and the West.

The water-powers of Cobb County are very fine indeed, and while some of them are utilized, yet the tithe has not been reached.

In addition to these, the Western & Atlantic Railroad Co. has reduced the rates on coal for manufacturing purposes to such an extent that Cobb County stations enjoy as cheap coal as Atlanta itself.

The population is composed of an intelligent class of people who take readily to manufacturing industries, and develop rapidly those which are founded on a firm basis.

The last material requisite for successful manufacturing Cobb County enjoys to a very unusual extent, Atlanta and the great consuming section being immediately south of and around her; hence, it is not necessary to elaborate further upon this subject.

As to health, this publication elsewhere shows that this county is above the average.

KENNESAW MILLS COMPANY

R. H. RICHARDS,
President.

M. G. WHITLOCK,
Sec'y and Treas'r.

T. H. CHEEK,
Superintendent.

MILLS · AT · MARIETTA, · GA.

CAPACITY, 400 BARRELS PER DAY.

The Kennesaw Mills Company have, at a cost of $10,000, just completed the work of an addition of the late and most improved patterns of the

NEW ROLLER PROCESS

FOR MAKING

Pearl and Bolted Corn Meal and Grits.

This system has as thoroughly revolutionized the product of corn as the Roller Process has done in wheat. The product is free from any impurity. In the old process, every impurity goes into the meal, except the coarse bran; that is removed at the expense of the purchaser, by means of a sieve, whilst an immense amount of fine, dirty stuff passes through the sieve into the meal, thence into bran, and thence into the stomach of the consumer, which would be exceedingly objectionable to them if they could glance at the mass and character of the stuff that our machinery removes from the meal.

We have the latest and most improved

ROLLER SYSTEM FOR WHEAT

and our grades of Flour cannot be excelled in point of high grades, and not equalled in uniformity by any mill.

KENNESAW HOUSE.

A. A. FLETCHER, PROP'R.

MARIETTA, ... GEORGIA.

RATES OF BOARD.

PER DAY, ... $2.50
PER WEEK, ... $10.00 and $12.00

Special rates made to families on application, stating number in family and rooms required.

WILL J. WINN,

Attorney at Law

MARIETTA, GEORGIA.

The Whitlock House

MARIETTA, GA.

To invalids who do not care to risk the low altitudes and dampness of the extreme South, and yet can hardly endure the rigor of a winter among the mountains of Western North Carolina or Eastern Tennessee, Marietta, Georgia, offers special attractions. The water is pure and soft, the drainage is perfect, and malaria is unknown.

A serious drawback to Marietta in the past has been its limited accommodations for boarders. To supply this necessity to some extent, the undersigned has recently erected a commodious building, with large, well ventilated rooms, water carried to every part of the house, bath-rooms and water closets on each floor, open fire-places in all the rooms, and all modern conveniences.

A cottage, containing four rooms, has been built within a few yards of the main house to accommodate the overflow during the busy season.

In the large double parlors a Weber Grand piano and cabinet organ are placed for the entertainment of guests, while outside, a croquet ground and bowling alley are among the attractions.

The table is well supplied from the markets of Marietta and Atlanta. An abundance of pure milk is furnished from my own dairy. The best Jersey butter used at every meal.

My house, known as

"THE WHITLOCK HOUSE,"

has grown so rapidly in popularity, both North and South, as to force me to increase my accommodation; therefore, I have just begun an addition of a large handsome dining-hall and about twenty elegant chambers, which will when completed, make the house one of the most desirable for winter and summer guests in the South.

The halls and dining-room will be comfortably heated in winter, and delightfully ventilated in summer. This addition will be completed by the first of September, next.

Address,

M. G. WHITLOCK, MARIETTA, GA.

A. S. CLAY. D. W. BLAIR.

CLAY & BLAIR,

ATTORNEYS AT LAW

MARIETTA, GA.

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SAXON A. ANDERSON,

. . Proprietor . .

MARIETTA PAPER M'F'G COMPANY,

MARIETTA,

GA.

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G. C. BURNAP,

Exchange & Collection Office,

. . . . . *MARIETTA, GA.* . . . . .

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J. C. GREER,

Dentist,

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. . . . . MARIETTA, GA.

THE BRUMBY CHAIR COMPANY

MARIETTA, GA.

MANUFACTURERS OF

Double-Woven Cane, Rattan, Splint and Perforated Seat Chairs

WRITE FOR PRICES AND CUTS.

R. H. NORTHCUTT

. . . *Successor to Wm. Root,* . . .

DRUGGIST

MARIETTA, GA.

THE

Marietta Marble Works

We keep the best workmen, and are prepared to do any kind of work in

Marble, Scotch Granite, * * * * * Italian and Georgia Marble.

ALSO STATUARY, FIGURES, ETC.

Send for our prices.

McCLATCHY & BAILY, Prop's,

Marietta, Ga.

A. REYNOLDS, JR.

* Dentist *

As to work and prices, satisfaction guaranteed.

OFFICE OVER McCLATCHY'S STORE,

WEST-SIDE SQUARE,

MARIETTA, GA.

D. A. WARLICK,

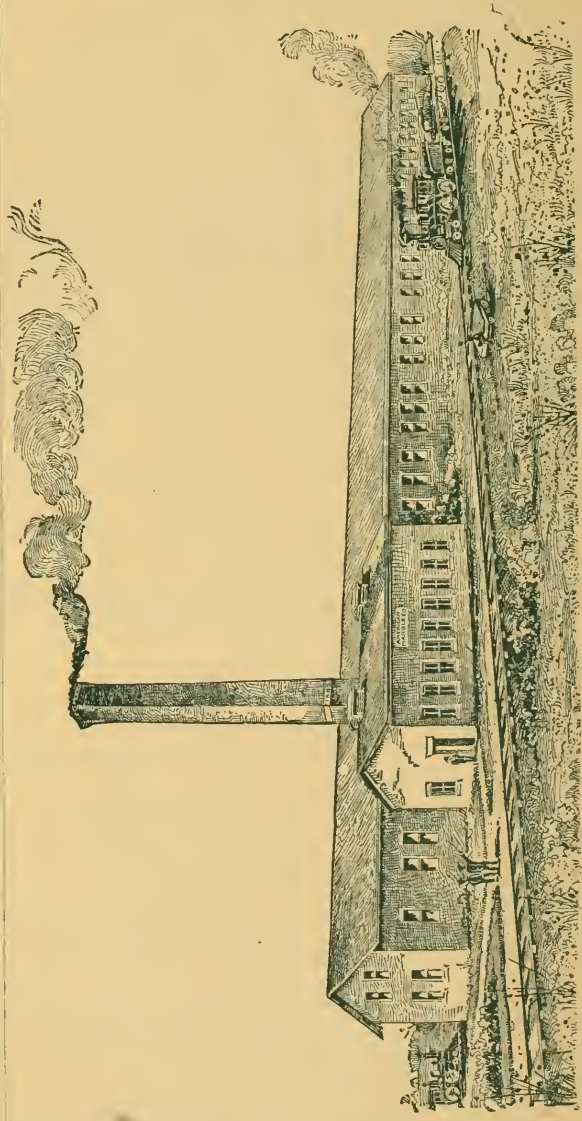
PHOTOGRAPHER

*

MARIETTA, GA.

Aside from all work done in a first-class Gallery, views of residences, etc., in the best manner possible by the lightning process.

American Marble Cutting Company,



Main building, 400 feet long and 45 feet wide; height of stack, 120 feet; engine and boiler houses, each, 67 feet long and 45 feet wide; engine and boiler, each, 200 horse-power; size of shafting, 22 feet long and 6 inches in diameter.
There are 100 feet of 5-inch shafting, 100 feet of 4½-inch shafting, 100 feet of 4-inch shafting; and 35 feet of 3-inch shafting.

OFFICES: . . . . . .

MARIETTA, GA.

TIME TABLE OF TRAINS GOING SOUTH.

NAMES OF STATIONS.	MILES.	No. 17. MARIETTA EXPRESS.	No. 14. ROME EXPRESS.	No. 4. THROUGH DAY EXPRESS.	No. 2. THROUGH EVENING EXPRESS.	No. 12. THROUGH NIGHT EXPRESS.	No. 8. THROUGH NIGHT FREIGHT.	No. 18. STOCK EXPRESS FREIGHT.	No. 10. WAY FREIGHT.	No. 6. THROUGH DAY FREIGHT.	No. 16. EXPRESS FREIGHT.
MARIETTA	0	Leave. 7.00 A.M.	Leave. 9.21 A.M.	Leave. 2.23 P.M.	Leave. 6.47 P.M.	Leave. 5.22 A.M.	Leave. 2.10 A.M.	Leave. 8.02 A.M.	Leave. 1.35 P.M.	Leave. 3.16 P.M.	Leave. 7.20 P.M.
GLOVER'S GROVE	¾	7.01 "	.....	.....	.....	.....	.....	.....	.....	.....	.....
RICHARDS'	1	7.02 "	.....	.....	.....	.....	.....	.....	.....	.....	.....
SIBLEY'S	1¼	7.03 "	.....	.....	.....	.....	.....	.....	.....	.....	.....
CONCORD	2½	7.05 "	.....	.....	.....	.....	.....	.....	.....	.....	.....
BARBOUR'S CROSSING	3	7.06 "	.....	.....	.....	.....	.....	.....	.....	.....	.....
RUFFS	4½	7.10 "	.....	2.33 "	6.57 "	5.32 "	2.33 "	8.31 "	1.53 "	3.34 "	.....
SMYRNA	5	7.11 "	9.33 "	2.34 "	6.58 "	5.33 "	2.36 "	8.33 "	2.10 "	3.35 "	7.52 "
McIVORS	8½	7.19 "	9.40 "	.....	7.05 "	5.40 "	2.51 "	.....	2.28 "	3.48 "	8.05 "
VINING'S	9	7.23 "	9.42 "	2.44 "	7.06 "	5.41 "	2.56 "	8.48 "	2.33 "	3.52 "	8.08 "
GILMORE	10½	7.27 "	9.46 "	2.48 "	7.09 "	5.45 "	3.04 "	8.55 "	2.49 "	4.06 "	8.15 "
BOLTON	12½	7.34 "	9.52 "	2.53 "	7.15 "	5.52 "	3.14 "	9.05 "	3.07 "	4.16 "	8.25 "
HILL'S PARK	15¼	7.36 "	.....	.....	.....	.....	.....	.....	.....	.....	.....
BELLWOOD	17½	7.37 "	.....	.....	.....	.....	.....	.....	.....	.....	.....
BELT CROSSING	18¼	7.38 "	.....	.....	7.30 "	.....	3.38 "	.....	.....	.....	.....
NORTH AVENUE	18½	7.39 "	.....	.....	.....	.....	3.39 "	.....	.....	.....	.....
SIMPSON STREET	19¼	7.55 "	10.06 "	.....	.....	6.04 "	.....	9.30 "	3.32 "	4.50 "	.....
ATLANTA	20	Arrive. 8.00 A.M.	Arrive. 10.10 A.M.	Arrive. 3.15 P.M.	Arrive. 7.35 P.M.	Arrive. 6.10 A.M.	Arrive. 3.45 A.M.	Arrive. 9.35 A.M.	Arrive. 3.37 P.M.	Arrive. 4.55 P.M.	Arrive. 9.00 P.M.

TIME TABLE OF TRAINS GOING NORTH.

NAMES OF STATIONS.	MILES.	No. 3. WESTERN EXPRESS.	No. 1. EVENING EXPRESS.	No. 14. ROME EXPRESS.	No. 19. KENNESAW EXPRESS.	No. 17. MARIETTA EXPRESS.	No. 11. NIGHT EXPRESS.	No. 5. THROUGH DAY FREIGHT.	No. 9. WAY FREIGHT.	No. 15. FRUIT TRAIN.	No. 7. THROUGH NIGHT FREIGHT.
		Leave.	Leave.	Leave.	Leave.	Leave.	Leave.	Leave.	Leave.	Leave.	Leave.
ATLANTA	0	7.50 A.M.	1.30 P.M.	4.45 P.M.	3.40 P.M.	5.55 P.M.	10.45 P.M.	4.45 A.M.	6.15 A.M.	9.55 A.M.	6.00 P.M.
SIMPSON STREET	¾	7.55 "	1.35 "	4.50 "	3.45 "	6.00 "	.....	.....	.....	10.00 "	.....
NORTH AVENUE	1½	7.57 "	.....	.....	.....	6.05 "	.....	.....	.....	.....	.....
BELT CROSSING	1¾	7.58 "	.....	.....	.....	6.06 "	.....	.....	.....	.....	.....
BELLWOOD	2½	8.00 "	.....	.....	.....	6.08 "	.....	.....	.....	.....	.....
HILL'S PARK	4¾	8.05 "	.....	.....	.....	6.12 "	.....	.....	.....	.....	.....
BOLTON	7½	8.11 "	1.52 "	5.05 "	4.00 "	6.20 "	11.08 "	5.20 "	5.43 "	10.30 "	6.35 "
GILMORE	9½	8.17 "	1.58 "	5.12 "	4.06 "	6.27 "	11.14 "	5.29 "	6.10 "	10.39 "	6.45 "
VINING'S	11	8.20 "	2.01 "	.....	4.11 "	6.30 "	11.18 "	5.50 "	6.17 "	10.45 "	7.15 "
McIVORS	11½	8.21 "	.....	5.18 "	.....	6.33 "	.....	.....	6.23 "	.....	.....
SMYRNA	15	8.29 "	2.10 "	5.26 "	4.18 "	6.41 "	11.27 "	6.10 "	6.46 "	10.57 "	7.33 "
RUFF'S	15½	8.31 "	2.11 "	5.27 "	4.19 "	6.41 "	11.29 "	6.12 "	6.58 "	10.58 "	7.35 "
BARBOUR'S CROSSING	17	8.33 "	.....	.....	.....	6.45 "	.....	.....	.....	.....	.....
CONCORD	17½	8.34 "	.....	.....	.....	6.46 "	.....	.....	.....	.....	.....
SIBLEY'S	18¾	8.36 "	.....	.....	.....	6.48 "	.....	.....	.....	.....	.....
RICHARDS	19	8.37 "	.....	.....	.....	6.49 "	.....	.....	.....	.....	.....
GLOVER'S GROVE	19¼	8.38 "	.....	.....	.....	6.50 "	.....	.....	.....	.....	.....
		Arrive.	Arrive.	Arrive.	Arrive.	Arrive.	Arrive.	Arrive.	Arrive.	Arrive.	Arrive.
MARIETTA	20	8.41 A.M.	2.21 P.M.	5.38 P.M.	4.29 P.M.	6.55 P.M.	11.39 P.M.	6.31 A.M.	7.30 A.M.	11.13 A.M.	8.10 P.M.

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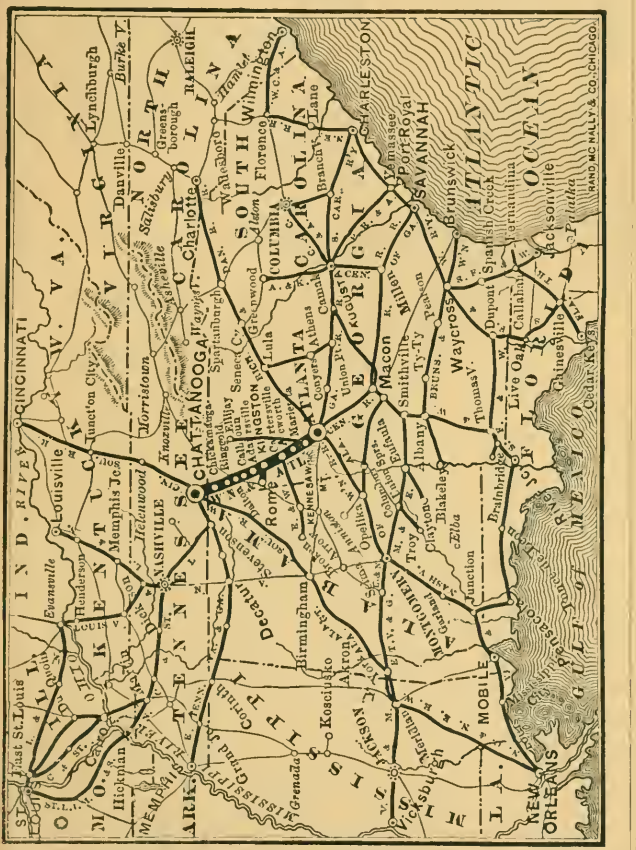
Running through attractive and historic scenery; through the granary of Georgia; through a region of wonderful mineral resources, and one of such equable temperature as to afford pleasant homes all the year round



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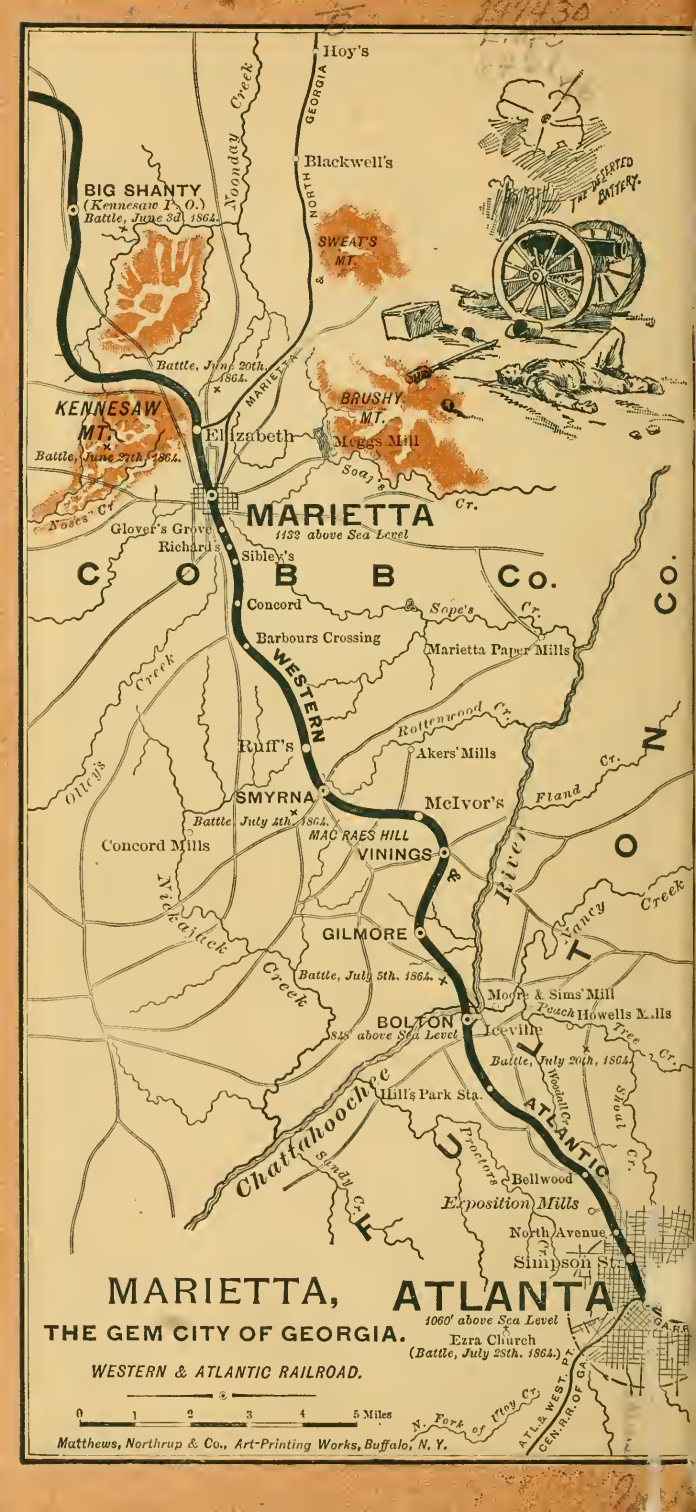
Hoy's
Noonday Creek
NORTH GEORGIA
Blackwell's
BIG SHANTY
(Kennesaw P. O.)
Battle, June 3d 1864.
SWEAT'S MT.
THE DESERTED BATTERY.
Battle, June 20th 1864.
MARIETTA
KENNESAW MT.
Battle, June 27th 1864.
Elizabeth
BRUSHY MT.
Moggs Mill
Soap's Cr.
Noses' Cr.
Glover's Grove
Richard's
Sibley's
MARIETTA
1132 above Sea Level
COBB Co.
Concord
Barbours Crossing
Marietta Paper Mills
Sope's Cr.
Rottenwood Cr.
Akers' Mills
Ruff's
SMYRNA
Battle July 4th 1864.
MAC RAES HILL
McIvor's
Fland
Concord Mills
VININGS
Nickajack Creek
Otter's Creek
GILMORE
Battle, July 5th 1864.
Nancy Creek
Moore & Sims' Mill
Howells Mills
Peachtree Cr.
BOLTON
848' above Sea Level
Battle, July 20th 1864.
Woodall Cr.
Hill's Park Sta.
Chattahoochee
Sandy Cr.
Bellwood
Exposition Mills
North Avenue
Simpson St.
ATLANTA
1060' above Sea Level
Ezra Church
(Battle, July 28th. 1864.)
MARIETTA,
THE GEM CITY OF GEORGIA.
WESTERN & ATLANTIC RAILROAD.
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